

INFORMATION REPORT

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COUNTRY East Germany DATE DISTR 25X1
SUBJECT Coal Consumption by Locomotives of East German Railroads NO OF PAGES 2 25X1

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Tabulation on the coal consumption of all standard-gauge and narrow-gauge locomotives of the GDR railroads between January 1953 and June 1954 is

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Date	Hard Coal (metric tons)	Brown Coal (metric tons)	Brown Coal Dust (metric tons)	Raw Brown Coal (metric tons)	Total in Terms of Tonne Unit	Daily Average Consumed
1953						
January	45,496	607,174	10,968	3,335	688,864	22,221
February	54,381	469,185	8,932	1,119	621,115	22,133
March			not reported			
April			"	"		
May			"	"		
June	40,405	456,651	9,502	1,881	527,515	17,584
July	45,922	470,035	9,521	2,542	552,491	17,822
August	59,183	467,837	10,004	1,625	567,479	18,306
September	342,201	82,310	10,876	257	607,618	20,254
October	347,249	131,411	11,899	812	664,527	21,436
November	449,810	17,497	11,067	861	703,623	23,454
December	483,625	3,402	11,864	783	741,019	23,904

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1954						
January	316,598	260,556	9,747	722	745,430	24,048
February	189,656	379,261	7,745	253	671,592	23,985
March	127,412	485,565	9,418	1,881	666,644	22,149
April	116,622	437,114	10,412	15,167	628,524	20,951
May	168,399	323,696	11,083	24,842	598,915	19,320
June	171,261	304,054	11,018	49,428	591,733	19,724

Comment: This is a net tabulation of the coal consumption by East German locomotives. The individual types of coal represent the following values in terms of Tonne Unit:

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Brown coal briquettes	1 : 1
Brown coal dust	1 : 1
Raw brown coal	1 : 0.4
Ruhr hard coal	1 : 2
Upper Silesian hard coal	1 : 1.5
Hard coal dust	1 : 1.9

The GDR railroads mainly consume Upper Silesian hard coal and to a very small extent, Ruhr hard coal. The increase of hard coal consumption and the corresponding decrease of brown coal briquette consumption since September 1953 is noteworthy. At that time, the conversion from brown coal firing to hard coal firing of all locomotives was ordered with a view to increasing the efficiency of the railroads and to make available additional brown coal briquettes for industrial and civilian purposes. This measure made the GDR railroads dependent on regular hard coal imports from Poland. Until early 1954, hard coal imports covered requirements. Since February 1954, hard coal stocks, however, have decreased considerably as a result of insufficient imports, and this has necessitated the reuse of brown coal briquettes originally earmarked for civilian consumption. Since April 1954, dwindling brown coal briquette stocks have necessitated the use of still inferior raw brown coal. In connection with these measures the fire boxes of locomotives had to be converted. The consumption of brown coal dust remained about constant during the reported period. In view of the critical coal situation of the East German railroads, a coal dust-firing locomotive had been developed by Wendler (fnu), inc. for this work, was awarded the national prize. It turned out, however, that the new coal dust firing locomotive was not up to expectations. Therefore the number of locomotives of this type, which was about 80 in late 1952, was not increased. Fluctuations in the average daily coal consumption result from seasonal conditions. In summary, it may be stated that the coal situation of the GDR railroads is still critical and coal stocks are still below normal. On 27 August 1954, coal stocks of the railroads amounted to 5 days' requirements.

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